ice intervened. Two of the young me were on selfaboring ice cakes. One finally made a dangerous jump to the cake nearer the shore on which his companion stood. The crowd shouted approval, told them to keep their hearts, but could do nothing. The other young man, who was irreproachably drassed and carried a satchel, was on a cake sericely 25 feet in diameter. He ran from edge wedge, till each time he nearly dipted in the water, and showed such terror that terror was sommunicated to hose on shore. The spot we near enough the big bridge to attract the Attention of large crowds, who shouted in againstity. The cake driffed near sobert's Stores. Men stood on the piers andried to throw lines to the ice-wrecked men. The distance was only fit feet, but the wins spoiled the aim. The men drifted further sway and their cries resough to them to the contest. Finally the sug. S. E. Babcock got near sough to them for Capt. Lisha Morris to haul them over the rail. Shouts went up from the shore, and the tug steamed toward the Battery. A fourthman was caught at the same time, but being near the shore, he threw himself in the water and was pulled up on the docks.

The last ice bridge was in 1875, when the ebb and flow of the tide did not affect the ice except to also and lower it. A team was driven errosachat ice bridge once as a deed of daring, it as the property is and for several dars.

# NE PILOT BOATS IN DISTRESS.

piore, Sunk, or Abandoned-Crews Saved-The Sun Tug on a Cruise. sandy Hook pilots know a nor'west blizard when it comes along, and every mother's on of them that got ashore yesterday with a shole skin was willing to swear by the piper hat played before Moses that Monday's blow ras a blow that could give Sullivan, Mitchell, m any other hard hitter a deckload of points a the "knocking out" business, and come up miling for an unlimited number of rounds.

Danger in the pilot's life is so frequent that othing short of death itself, faced as it was by fity-seven brave fellows comprising the crews ginine pilot boats on Monday afternoon and ight, can induce them to tell of the perils they indergo. In that terrible blizzard of Monday, een noon and midnight, no less than seven orm-driven pilot boats went ashore, and two rs were abandoned nelpless Here is the list of the unfortunate craft, being

est one-third of the total number in comdward Cooper No. 20-Abandoned. Now at anchor

the Horseshoe; men rescued by the tug Zouave. l'entennial, No. 7—Abandoned in the Horseshoe; at shor and surrounded by ice. Pilots Marshall White, e Russell, Capt. Steve Cooper, Charles Thompson, Jim hebe and Crocker, with the colored cook and three unds, rescued by the tug S. L. Richards. anda, rescued by the tug E. L. Richards.
Edmund Blunt, No. 2—Ashore on Sandy Hook beach,
new saved by the crew of the E. L. Richards.
Edward F. Williams No. 14—Ashore on Sandy Hook
such on her port beam ends. Pilots N. B. White, Joseph eble, William Heuss, Edward Pratt, Charles Thomp

and the crew saved. . Story, No. 5-Ashors on Sandy Hook beach. W. Story, No. 5—Ashors on Sandy Hook beach.
I. Thomas Connoily, the pilots, and crew saved by the
Richards and Zouave. 3—Aground on her starboard
to on Bay Ridge shore one-quarter of a mile south of
Beach pier. Filot H. H. Farsley and crew saic.
tra Nye, No. 2—Ashore and in the lee off Hay Ridge.
ts Benjamin Guiness, Edward Earle, and W. J.
rer, with the crew safe.
linand Driggs, No. 5—Study just to the westward of
Harrison. She is on her starboard beam ends, and
g crushed by the ice. Will probably be a total loss,
ts and crew saved themselves.
ope, No. 1—Ashors on the rocks 100 feet north of Fortisworth. She lies on her starboard bilgs in a dangerposition. Capt. Berris, pilots, and crew safe.

The Nye, Harrison, Story, and Centennial we New Jersey boats; the rest half from New Jersey boats; the rest half from New Jersey foars are entertained by the sous for the safety of the Thomas Negus, Edward Barrett, Charlotte Webb, Phantom, W. I Starbuck, J. G. Bennett, David Carll, and lesse Carll, all of which were at sea and had sale to or run before the gale, either course lang perilous.

hing perilous.
As soon as the first news of the disaster pached the city, the powerful tug Leonard Scharles, Capt. Charles McDevitt, was charwed by the Sun to go down the bay. The sun id just burst through the leaden clouds, saking the seres of ice floes and miniature leng slisten as they were swept by the strong ideout of the East River, when the tug swung sway from Pier 16, East River, and headed for Bedioe's Inland, this being the only visible channel clear of ice.

edice's' Irland. this being the only visible same clear of ice.
"You're in luck," said the skipper to The Sun an, when the tug struck clear water. "We say been down the buy since Saturday night, ewent forty miles to sea on Sunday, came tok to Sandy Hook pler that night, and lay ere all through the blizzard. This morning e reacued thirty of the crew of the pilot boats d brought them to the city." It turned out subsequently that to Capt. Meavit and his crewind to the Zouave's crew clongs a great deal of the credit for the rescue the pilot boat crews.

sevitt and its crew; and to the Zonave's crew belongs a great deal of the credit for the rescue of the pilot boat crews. "It was blowing hard from the southeast," sid the Captain. "when we made fast to Fisk's sier, inside the Horseshoe, at 4 o'clock on Sunday afternoon. A few coasting schooners, sound east, were at anchor in the bond, and shers were coming in for a harbor. Most of them anchored pretty close to the west shore of them expected the wind to jump round to the westward and blow great guns like it did belers midnight, putting them all too close to a lee shore. After dark Sunday night we aw nothing till daylight this morning, except a howling blizzard, such as I never saw before, and I hope never to see sain. Those five pilot boats must have come induring Sunday night and anchored, three of them—the Blunt, Williams, and Story—over to the south ard in the bight, and the Centennial add Cooper a few lengths apart just south of fish's pier. At noon on Monday, the rescued mes asid the situation was awful. The Wilsain. Those live pilot boats must have come induring Sunday night and anchored, three of lasm—the Blunt, Williams, and Story—over to he south ard in the bight, and the Centennial and Cooper a few lengths apart just south of fish's pier. At noon on Monday, the rescued sea said, the situation was awful. The Williams. Cooper, and Story each had both suchors out, and they were diving not the furious sea. The spray froze on the rigging, and each sea swept their decks, and poured below. Knocked down meated to fire guns of distress, which were card by the life-saving crewon shore, who were reworked to fire guns of distress, which were card by the life-saving crewon shore, who were reworked to fire guns of distress, which were card by the life-saving crewon shore, who were reworked to fire guns of distress, which were carded by the life-saving crewon shore, who were reworked to fire guns of distress, which were carded by the life-saving crewon shore, who were reworked to fire guns of distress, which were carded by the life-saving crewon shore, who were reworked to the last of the will last with every inch of cable out their splendid craft were drugging their anchors, and must soon strike the beach. Oil bags were hung over the bows, and they smoothed the great ground swell combers a little, but not enough to save them. The stern of the Williams struck he beach first. The first sea turned her broadsde on to the boach, and broke high over her set side. Flots and crew jumped overboard when she struck. They was set under they did awas a swim for life. Encumbered by heavy diches, ollers, and rubber boots, it was a wonder they reached the shore, but they did swans as wim for life. Encumbered by heavy diches, ollers, and thanked God for their escape. It was the night they stood together in a snowdrift and thanked God for their sake, it was the peninsula kept by his did rowned up the left of the last of the same and the same fate as the Williams of their captures. The story shared the same fate as the Williams of the same would

rawl, and pulled her ashore with another precious cargo.

Then all hands, assisted by the Zouave's crew, turned to and got the Cooper's crew shore in much the same way. It was a gailant seven, turned to and got the Cooper's crew shore in much the same way. It was a gailant seven by a gailant crew, and those fifty men standing on the spow-bound beach made a sicture not soon to be forgotten by those present. The colored cook of the Blunt had to be sarried from the red bearding house to the tug, to badly were his limbs frozen.

One of the saddest incidents in connection with the disasters at Sandy Hook was the lands of the Captain's wife of the fishing sloop realoustas. The woman who is said to be built and handsome, had her feet and legs so withly frozen that ampuration will be necessary to save her life. The little sloop came share in the gale in the night, and the Captain's wife was thrown into the surf. She is said cared for by Mrs. Stuart.

The Richards, with thirty men, left Sandy Hook pier at 9 o'clock yesterday morning and came direct to the city. On the way up the bay the pilot boat Hope was seen ashore on the

rocks just north of Fort Wadsworth, and over at Bay Ridge the Nye, Harrison, and Driggs were seen. From the maintopmast of the Driggs her signal of distress, the American ensign union down, was flying tattered in the storm. The Harrison's anchors were both down, and she was on an oven keel, but the lee had forced her ashore. The crews of these boats, especially those on the Nye, that sunk under them, had some thrilling experiences getting ashore over the ice. Improvising sleds, they began to take out their stores and ballast yesterday afternoon.

The crews of the Centennial and Cooper were

boats, especially those on the Nye, that sunk under them, had some thrilling experiences getting ashore over the lee. Improvising sieds, they began to take out their stores and ballast resterady afternoon.

The crews of the Centennial and Cooper were compelied to abandon them, as they were literally enveloped in ice, and with water in their holds it was only a question of a few hours when they would either sink or go ashore. Wrecking steamers went to Sandy Hook last night to try and get all the pilot boats afloat again.

Another wrecking steamer from Merritt's, Clifton, will attempt to float the Hope at high water. It was reported last night that the Scotland lightship was adrift about two miles southeast of her station. Several steamers, supposed to be the Furnessia, Werra, Niagara, and Alisa, were anchored outside the bar.

Two coasting schooners came ashore on Sandy Hook Beach during Monday night. The crews are believed to be safe.

Pilot Frank Lincoln of the Charlotte Webb, No. 5, who left her 100 miles east of Sandy Hook, to bring the steamship Bohemia up, fears for her safety. She has on board Pilots A. C. Markham, Frank Fennay, Harry Petersen, Charles Hammer, and Gus Burns.

The Phantom No. 11, which went to sea on Thursday, has only Pilot Charles Samson on board. The Edward E. Barrett put Pilot W. W. Black aboard the steamer Lahm on Saturday, one on the Etruria, and one on the City of Chicago. Pilot Charles Hughes is yet on board of her. Pilot Jerry Reardon, Robert Sylvester, and Edward Nichols are aboard the David Carri off Nantucket; Michael Eagan, Georges, Watson, and Benjamin F. Chapman are in the J. G. Bennett, and Thomas C. Lennon, W. C. Hall, John Hall, and Richard Bigley are aboard the Thomas Negus, She left New London on Saturday night. The Enchantress is an old boat. She has Pilota Dan Jones, J. Martineau,—Seguine, and J. Johnson aboard; J. Heath, Fred Ryerson, Oscar Stauffreden, and Frank Metcalf are in the M. H. Starbuck.

When The Sun tug was chartered it was with the laudable intention of

## CAMPING IN THE HOTELS.

Bank Clerks Lodged Down Town in Bulk The clerk at the Astor House says he never saw anything like the jam of Monday night. Most of the guests were business men and de-sirable patrons, but more than a thousand had o'clock and, after putting up with chair accom-modations for several hours, she was provided with a roomy bath room and finished the night there. She was very grateful next morning for the accommodation and left for Brooklyn. Two hundred cots were put up in the parlors and halls, and even the chairs were grabbed up eagerly, and a well-situated chair with arms eadily commanded quite a handsome premium. Men offered as high as \$25 for a room. asking, in a set way, for a pleasant room with a asking, in a set way, for a pleasant room with a warm, sunny exposure. The clerks gave up their rooms to the suffering public. The Hanover Bank had fifteen employees in one room, which was doubling up with a vengeance.

Other down-town hotels had a similar experience. Clerk Haines, at the Cosmopolitan, displayed eight pages of the big register filled with the names of refugees who stopped at the house Monday night. Many of the names were written in pencil, and were evidently traced by fingers that trembled with cold. The hotel accommodates 400 guests, and double that number were turned away. Rooms were rented at the usual rates although large premiums were offered for them. Cots were put in every available place, and the proprietor gave up his private parlor. Sofas readily brought a good price. At the International, when rooms and cots gave out, people took to the chairs in the lobby, and slept there as best they could. Forty employees of the Importers' and Traders' Bank spent the night there.

French's Hotel has accommodations for about 200 people, and nearly 400 slept there. Many of the rooms utilized were hardly habitable, and one man who got a room early in the day and went to it late at night found there merety as bedstead with three slats across it, and nothing more. It amounted to sleeping on the floor, and he objected. The hall boy took him to another room where there was a bed with a mattress. The porter got him a single sheet for covering, and he went to bed under this, wearing his overcoat and merely removing his hat and boots. warm, sunny exposure. The clerks gave up

## JERSEY CITY'S CONDITION.

Fuel-A Teacher Missing.

The roofs of three large brick houses at the corner of Ocean and Kearney avenues. Jersey City, were blown off late on Monday night. The occupants of the houses were all sleep, and all they can say about it is that they heard a splitting noise and then a crash, and finally felt very cold, as the snow was blown down the stairs from the third story into their apartments. They got up and dressed, and for the night sought protection in the house of a neighbor. The roofs do not seem to be damaged in the least, and look as though they had been lifted very carefully with a derrick and lowered to the ground.

There was little, if any, more business transcted in Jersey City yesterday than on Monday. The only places where any considerable amount of business was transacted were the saloons, the police stations, and the hospitals. They were all busy from daylight until an early hour this morning. The most serious question that confronted the housekeeper was how to get a supply of food with all the men folks away in New York, and with no prospect of their getting home until the wind stopped blowing. The only milk that could be obtained was that furnished by the few cattle in Secaucus and other small towns in the county. Those who had not laid in a sufficient supply of coal were

other small towns in the county. Those who had not laid in a sufficient supply of coal were most to be pitied, for the dealers refused to deliver any, even in small quantities, and what was necessary for immediate use had to be carried from the coal varies to the houses in scuttles.

The City Hospital was in a very bad condition on account of the want of both coal and food, and at 11 o'clock Warden Osborn telephoned Chief of Police Murphy for relief. The Chief could not aid him, and he got along as best he could by setting all the force of helpers and nurses that could be seared to gathering provisions from the few grocery stores that could be reached. The snow in front of the hospital was twelve feet deep in two or three spots, and no ambulance could be used. Late in the afternoon Chief Murphy sent a sleigh to the hospital to be used as an ambulance.

Many narrow escapes from death were reported at the various police stations, and many people were reported missing. On Monday afternoon, while the storm was doing its worst, a brother of Inspector Lange of the Police Department carried three teachers and five girl pupils from Public School 12 to their homes. They were none of them oble to walk, and he carried each separately on his shouldors. Fred Luchy left his home on St. Paul's avenue Monday morning, and has not been heard from since. He would have to pass a deep cut on his road to work, and it is feared that he was blown in and has been frozen to death. Miss Van Winkle, a teacher in School 12, started for the schoolhouse at Sc clock Monday morning. The last seen of her was when she passed the corner of Summit avenue and Montgomery street. It is feared she has succumbed to the cold and wind, although she may have taken refuge somewhere on the road to school. The telegraph operator employed at the Western Union office on the Hill reported that about 10 o'clock yesterday morning a man called at the office and wanted to telegraph to relatives in New Brunswick that his wife had perished in the storm at the corner

United States Judges Snow Bound. There was no session of the United States Circuit Court yesterday. Judge Lacombe did not but in an appearance, Judge Coxe telegraphed United States Commissioner Shields that he was caught at Albany, but would try to open a session of the court in the city to-day.

FIVE ROOFS BLOWN OFF.

NINE BROOKLYN FAMILIES DRIVEN FORTH PANIC-STRICKEN.

everal Children Injured—This Happened on Monday, but the News Did Not Make its Way Through the Drifts.

In the height of the great storm on Monday the roofs of a block of five two-story brick avenue, near the city line, in Brooklyn, were ripped off one after the other by the gale. The houses were numbered from 1,364 to 1,372, and were owned by John Brodbeck of this city. They were built by Joseph Monda & Son. masons, of Wyckoff and De Kalb avenues,

Brooklyn, and were comparatively new.
While there was no loss of life the tenants were showered with bricks and mortar and flying timbers, and some children were seriously hurt. Families in the houses which were unroofed ran through the storm to their neighors' houses, and these, in turn, were unroofed. until women, driven from one house to another. ecame hysterical or fainted.

The first roof to go was that of 1.379, at the eastern end of the row. It was occupied on the first floor by George Davis and wife, and on the upper floor by Thomas Featherston, a carpenter, with his wife and two little children and a married daughter, Mrs. Aube. Mrs. Aube said at a neighbor's house last evening:
"My mother, my two little sisters, my husband, and myself and my baby were in the kitchen in the rear of the house. We heard a terrible roar, and then the walls and cellings began to fail in. Mother looked into the front room and saw the chimney crash through the ceiling. 'Run,' she said, 'the house is falling!' My two little sisters, Mand, aged 10, and Jennie, aged 8, ran into big lumps. We all tried to get down stairs at once. Half a dozen bricks struck my little

ran over from across the street, carried her to his house, while I took my sister-in-law out. We were all struck by bricks and mortar, but none of us was seriously injured. Mr. Culman also rescued my baby after getting my wife out. We hardly knew what we were doing. None of of the souttle covers were fastened in the houses in this block, and when the wind came it took away the covers and raised the roofs." Police Captain James Dunn offered the families shelter in the station house at Raiph avenue and Quincy street, and Foreman William Conneil and T. J. Dolan of Engine Company 22 offered the use of the engine house, but Mr. Culman of 1.335 Greene avenue, and Joseph Hirsch of 1.339 Greene avenue, are caring for the families.

## Another Lost District Messenger.

Victor Spinaponti is a messenger boy in the employ of the American District Company. The General Manager of the company issued orders on Monday not to take any message for delivery further than one mile. At 5 P. M. Monday a man entered the office in Broadway. near Houston street, with two messages for delivery, one in East Fifty-seventh street and one in East Sixtleth street. They were important, and Spinaponti undertook to deliver them for \$2. He left the office, and succeeded in delivering the messages, but he failed to return. Late at night a son of F. O'Hare of 167 East Thirty-seventh street found him unconscious in a snow bank somewhere in Thirty-seventh street. O'Hare carried him to his own home. His ears were badly frozen. Yesterday morning young O'Hare assisted the boy to the office. Spinaponti is the son of an opera singer who was a member of the American Opera Company. His father lives in Washington square, and pays the boy's lodgings in a Bowery lodging house. near Houston street, with two messages for de

The Alaska Couldn't Get a Tug. The steamship Alaska came up the North River yesterday during the middle of the day. She had a heavy gale out at sea last Thursday and the passengers say it was impossible to and the passengers say it was impossible to keep their footing, while dishes were tossed and thrown from the tables. On Monday, during the blizzard, she was near the coast, and had to anchor. Requests for Moore's tugs, which were moored at Castle Garden, were made, but the man who had them in charge said he did not dare to undertake the job of bringing the steamer up the harbor. The Alaska managed to get up, however, and discharged her passengers.

Ice Hinders the Ferrybonts, The Williamsburgh ferries did not do so much business even as the day before. Ice bothered them more. Fulton and Wall street ferries were closed till nearly noon by the ice. The South Brooklyn ferry made but three trips, stopping at 2 o'clock. The last trip took over stopping at 2 o'clock. The last trip took over two hours. Staten Island boats ran at hour intervals. Both the Cortlandt street and the Desbrosses street ferries began running about 6 o'clock. They kept it up all day, but the trips were not frequent. The Erie ferry was interrupted a number of times by the ice. It took the Susquehanna more than an hour to get into her slip at Chambers street on the lo'clock trip. The Barclay Birect Ferry ran at irregular intervals all day. The Christopher street line was not open. The Weehawken ferry from Jay street was closed all day. From Forty-second street boats were run at intervals of an hour in the morning and early afternoon.

Snow Bound on his Own Doorstep An unfortunate man who lives in one of the houses that sit far back from the walk on the south side of Fifty-third street, near Seventh avenue, when he got within sight of home late Monday afternoon, found a drift as high as his head covering all his sidewalk. He ttacked it valiantly, and was buried at the third step. He floundered out and stood off away to consider the situation. Then he tried to flank the drift by hugging the fence, which was of iron and very cold. While he was wrestling with the fence his wife saw him from the windew. She threw it up and with the children stood there shouting shrill encourage.

ment to the man. Thus inspired he put new life into his struggle, and got himself two feet deeper into the drift. The neighbors came to their windows and looked on too. Finally he backed out and held a consultation with his wife as to the aspect of affairs. At her suggestion he climbed the ience into a neighbor's transport of the climbed the neighbor's fence into his own and so finally got into the bosom of his family.

## THE SNOW-BOUND STATE.

All Eastern and Southern New York Barled Under White Drifts. RONDOUT, March 13.-The worst storm that has visited this section in many years set in Sunday morning, and continued incessantly until an early hour this morning. At times it was accompanied by strong wind. Snow fell to a depth of two feet on a level, and in many places the drifts were eight to ten feet deep. Railroad, ferry, and telegraphic communication were cut off. Horse cars were forced to stop running, and business in general suspended. Running of trains on all lines centring in this city has been practically abandoned. The last north-bound train on the West Shore Railroad

city has been practically abandoned. The last north-bound train on the West Shore Railroad to reach this city was at 10 celock yesterday morning, and the last south-bound out at 2 o'clock in the afternoon. No trains either way are running to-day.

The Walkill Valley Railroad stopped running trains yesterday afternoon. A passenger train was stalled in a large bank near Walden, where it was obliged to remain till this morning, when, with difficulty, it managed to reach Montgomery. Men worked all day along the line clearing the track. Efforts will be made to run trains to-morrow.

The Ulster and Delaware Railroad is at a standstill. The New York express, which left Hobart at 73 yesterday morning, is stalled near Broadhead's bridge, seventeen miles from here. This morning a relief train, headed by three engines, left here to go to its assistance. On arriving at McKelvie's Cut, ten miles from this city, it encountered a drift several hundred feet long and ten to twelve feet deep. The train returned this afternoon, with the men tired out, and will start out again in the morning. In the mean time the imprisoned passengers on the stalled train will remain, enjoying themselves as they have for the past thirty hours, with snow drifted over the tons of coaches. An east-bound train left Hobart at 93 this morning and reached Arkville, a distance of only thirty miles, at 6% this evening, having encountered severe drifts.

It was extremely cold last night in the Catskills, At Hobart the thermometer registered 12° below, and at Arkville 6° below zero. Stages from cultying districts have abandoned their routes. A few vicinity mails were brought to town on horseback. New York newspapers are greatly missed. At 3 o'clock this afternoon the ferryboat Transport started to cross the Hudson to Rhineoliff, and was lost in the blinding snow storm which again began. As she had not reached her dock in this city at 5:30 this evening the "ice king" Norwich was sent to hear relief. But few reports are received from the interior, and they giv Maud, aged 10, and Jennie, aged 8, ran into the hall. Bricks struck up and plaster follows the hall bricks struck and plaster follows the hall bricks struck my little slater Maud, knocking her down. We took refuge next door in Mrs. Clemet's house, No. 1,370. We were about to tell same in Mrs. Clemet's room and my struck and the hall ground the same in Mrs. Clemet's room and the family up stairs reabed down, and we all reserved, and real into this house, where we struck of the family up stairs reabed down, and we all real street, and ran into this house, where we record for. In the excitement Hogor tay baby, house, Mrs. Genet had a fan away without it. My husband run back, and, wrapping the houlers of the house, and the house, where we was another crash, and the children where the house were my two little slaters. They were broadly all the cycle of the house, while it took and the house were my two little slaters. The house is far to the was another crash, and the Sloate family, who live up stairs, ran down. The house is all the cycle of the house, while it took the house, where we was another crash, and the kloate family, who live up stairs, ran down. The house is fall and the house, while it took the house, while it took and the house, while it took and the house, was according to the house of the house, while it took and the house, was a completely blocked, and it is impossible for tonand was at work at the time, was struck on the house, where the house, where the house here aligned by the house her

walley, and is surrounded by a V-shaped gully. The severe storm of the past few days completely snowed under his residence, and for forty-eight hours a gang of men worked to dig the party out. This was done at about 11 o'clock to-day. Mr. Eldred telegraphed Col. Ingersoli that from present prospects he advised an adjournment of his case until July, as he thought he would not be able to leave the beautiful Mohawk valley until that time.

BCHENECTADY, March 13.—Train 6, which left Rochester at 10:20 yosterday morning, is stalled four miles east of here. About fifty members and Senators are on board. No provisions could be obtained for the snow-bound party until this morning. The nearest house was about forty rods away, but nothing but ham and potatoes could be procured. A Rochester millionaire and a Buffalo statesman cooked for the hungry passengers until all were provided for. This morning a relief train took the passengers to Schenectady, where five trains are stalled with no prospect of getting out to-day. A stock train is snowed in shead of train 6. The stock was all frozen to death last night.

ROCHESTER, March 13.—The western division, from Buffalo to Syncuse, is all open, and local trains are running about on time. But little snow is falling. No through trains from New York have reached here since midnight last night.

York have reached here since managers anglet.

Amsterdam, March 13.—The snow is nearly five feet in depth, and in some places in the streets the drifts are from twelve to fifteen feet high. Many of the streets are impassable, and very few vehicles are out. The street railroad is abandoned. There have been no trains on the Central since 8 P. M. yesterday. The snow is still falling fast and the wind is blowing hard.

hard.

BINGHAMTON, March 13.—The storm increased in fury last night, and the wind pilled the snow in impassable drifts. Street car traffic is abandoned, and very few people are on the streets to-day. Three trains are stuck on the Peeono Mountain, and only one train has come through from New York on the Lackawanna, since Sunday night. The last train from New York on the Eric arrived yesterday morning.

from New York on the Erie arrived yesterday morning.
AUBURN, March 13.—It is cold, blowing, and snowing, but travel is not interrupted.
Utica, March 13.—The storm has abated, but the extraordinary fall of snow blocks travel hereabouts. The fast mail and the first Atlantic express, due in New York early this morning, are at the depot, the passengers playing cards, sending telegrams, plying railroad officials with questions, and making the best of the situation. No trains have arrived to-day from any direction, and none are expected.

to-day from any direction, and none are expected.

Symacuse, March 13.—No trains lave left here or arrived from the east since last evening. The Rome, Watertown, and Ogdensburgh and Syracuse, Ontario, and New York roads are abandoned. Trains on the other roads are running irregularly. All travel in the surrounding country is suspended.

BUFFALO, March 13.—This city had a taste of the big Eastern blizzard this morning. Considerable snow fell and the mercury ran down to 30° above zero. No trains have arrived from New York since yesterday afternoon. The storm does not extend west of Buffalo, and western and local trains are running as usual.

western and local trains are running as usual.

THE ERIE ROAD REIFLESS.

PORT JERVIS, March 13.—The wind blew a gale all last night and part of to-day, and the snow drifted worse than ever before.

Hallway travel is entirely suspended. Five engines are off the track on the Erie road between here and Jorsey City, and wrockers from here in attempting to restore an engine at Otisville got snowed in.

About twenty-five cars of cattle at points on the Delaware division are snowed in, and it is feared that many of the animals have been frozen.

The St. Lovie in the state of th feared that many of the ablief reached here frozen.

The St. Louis limited, which reached here yesterday, is still here. The Scranton express is also here. Other trains from the west are held at Susquehanna and Luckawaxen.

About a hundred passengers, some bound for European steamers of to-day, are detained here.

here.

A train on the branch from Monticello was all day travelling twenty miles and at 4 o'clock had got within twenty miles of this village and near a country hotel, when further efforts to advance were abandoned. The passengers are at the hotel.

The electric light wires are all down, and the streets are in darkness.

It is thought that no trains will get over the road before Wednesday night.

WATERTOWS. March 10.—The storm con-

tinues, and country roads and cuts slong the Rome. Watertown and Ogdensburgh Railread are filled. Nearly all passenger trains are abandoned. The storm extends through Jefferson and St. Lawrence counties.

Rows, March 13.—The storm has been one of the most severe ever known here. Not a train has arrived at or departed from this station today, and no mails have been received. The Circuit Court, in session here, was compelled to take a recess this forencon, because of the inability of many of the court officials to get here. The storm moderated at about noon.

WHITERIALL, March 13.—The storm continues without the least sign of abatement between Rouse's Point and Saratoga. All regular trains are abandoned.

House's Point and Saratogs. All regular trains are abandoned.

Saratoga. March 13.—Not a wheel has moved on any road in this section for twenty-four hours. Four feet four inches of snow has already fallen, and the storm still rages. For eady fallen, and the storm still rages. For dixty hours now snow has been falling, and there have yet no indications of a stop. The streets are blockaded. Everything is snow bon nd.

bon nd.

Queen electric conditions at ithaca.

Ithaca, March 13.—The howling snow storm which has been raging for the last forty-eight hours cyntinues unabated here to-night, hearly all business is suspended. The streets are nearly deserted. The street ear tracks have not been visible for two days, and no effort will be made to run the cars until the storm is over. All the radiosde centring here are much hindered by the storm, and trains are from one to six hours late. Little if any mail has been received since Sunday.

On the Elmira, Cortland and Northern road train 4, due here at 3:23 P. M. yesterday, got as far as Etna last night, but at that point a stalled coal train blocked the way.

Thirteen passengers, despairing of getting here by railroad, hired a farmer to bring them to town in a sieigh, and the party reached the Ithaca Hotel in time for a late breakfast this morning. Two cars nearly full of passengers bound east passed the night on the track near the station. At 12 o'clock a few of the travellers telephoned for a bus and came down town. At 6 o'clock this morning fifteen more got tired of waiting and called for coaches to bring them back to Ithaca.

The temperature has fallen steadily since Sanday noon, when it stood at 39° above zero, attaining its minimum this morning. The electrical conditions have been abnormal. The potential of the air is more than 10,000 volts. Sparks half an inch long could be drawn from the condenser, and several of the testing instruments were practically useless at the Cornell University signal station. QUEER ELECTRIC CONDITIONS AT ITRACA.

#### hirst News from Boston.

BOSTON, A arch 13.—The storm in and around Boston has been comparatively light. Only seven or eign't inches of snow has fallen. and local travel is n. it seriously impeded within a radius of forty miles. However, the embargo upon travel is complete. No points north of the state line have yet been a eached by telegraph. No accidents of importance have occurred on the coast within the district h eard from.

## IN THE OTHER STATES AND CANADA. The Blizzard Disports Itself Oven an Ener-mous Area.

WASHINGTON, March 13 .- The snow a torm which struck this city on Sunday night sp. int its fury before daylight on Monday, and leaf Washington practically cut off from telegraphic communication with the rest of the world. The elegraph property suffered the greatest damage. Long stretches of telegraph poles within leading to Baltimore, Pittsburgh, and the South the force of the blizzard as if mere pipe stems. With their load of wires covered with ice nearly an inch thick, they have been lying in the streets and on the sidewalks. Gangs of telegraph repair men were at work

an inch thick, they have been lying in the streets and on the sidewalks.

Gangs of telegraph ropair men were at work all day yesterday and to-day clearing up and removing the tangled wires and broken poles. But slow progress has been made toward repolacing the wires, as the weather has been bitterly cold and the wind has blown a gale ever since Sunday night. Last night out of more time Sunday night. Last night out of more time Sunday night. Last night out of more time so the telegraph companies, only four were in working order—two leading to Baltimore, another to Pittisburgh, and the fourth to Hichmond. This afternoon, through the untiring efforts of the telegraph repairmen, the situation has improved somewhat, and telegraphic communication with Chicago. Cincinnati, Baltimore, and a few Southern points is restored.

Pittisburgh, and the fourth of Baltimore, and a few Southern points is restored.

Pittisburgh and Philadelphia is completely paralyzed. No trains have arrived from the East since last night. All freight trains are snow-bound, and there is little prospect of their getting out for at least twenty-four hours. At some places the snow drifts are five feet deep, and freight trains are snow-bound and there is little prospect of their getting out for at least twenty-four hours. At some places being below zero. Freight brakemen on the snow-bound trains have sartend for miles and miles along the track, awaiting to get through. Never before in the history of railroads has there been such a blockade. The weather is severely cold, the mercury at most places being below zero. Freight brakemen on the snow-bound trains have suffered severely, most of the trains being blockade several miles from stations or habitations. No mails have arrived from the East since 6 o'ciock last night. Telegraphic communication is aimost entirely cut off, and all messages are taken subject to great delay. Through trains are for the first point of the fer from Philadelphia over the Pennsylvaniar road since 5th A. M. Monday. Owing to hig all day yesterday and to-day clearing up and

field has been light, and railroad traille, except to the south of here, has not been interfered with.

CHICAGO, March 13.—The wires of the Western Union Telegraph Company, which were completely demolished between Chicago and castern points by yesterday's storm, are still in bad shape. The local officials have as yet no means of knowing the extent of the damage. Only one duplex wire to New York can be used, while Washington. Baltimore, and Philadelphia are completely cut off from direct communication with the West. The storm is reported to have subsided this morning. There is no interruption to telegraph lines either south or west.

WINNIPEG, March 13.—A terrific blizzard is raging on the Canadian Pacific Railrond are completely blocked. No trains have arrived here from Montreal since Thursday.

OTTAWA, Ont. March 13.—No trains have arrived here to-day, owing to the snow storm. The west-bound Toronto express, which left here last night, is stuck between here and Carleton. The weather is very cold and boisterous.

MONTREAL, March 13.—The snow storm here

MONTREAL, March 13.—The snow storm here shows no signs of abatement.

## TUGS AND SHIPS SUNK. Many Lives Reported Lost in the Storm at Delaware Breakwater.

PHILADELPHIA, March 13.—As the hour wear away rumors of death and destruction come in. A number of people are said to be starying and freezing in the snow-bound trains, but where they are or their number cannot be learned owing to the wires being all down.

News has just been received from Lewes, Del., over a partly broken-down railroad wire, that a large number of vessels and tugs are sunk at the Delaware Breakwater, and that twenty-five lives have been lost. Already two bodies have been recovered. It is believed that the loss of life along the coast will be terrible. News is being received by relays of messengers of great suffering. come in. A number of people are said to be

## Perished in the Snow.

Robert H. Masterton, aged 66, of Tuckahoe, Robert H. Masterton, aged 66, of Tuckahoe, was one of the passengers aboard of a train which got stalled in a cut between Mount Vernon and Williamsbridge on Monday night. After being in the train several hours Masterton, with a number of other passengers, started to waik to the nearest station early yesterday morning. He got separated from the other passengers and fell in the snow exhausted. When his dead body was discovered it was frozen stiff. He leavests wife and five children. He was a brother of Ale, vander and J. M. Masterton. THREE MEN HURT.

An Accident White Six Loca

Six plain black business-like looking freight engines were sent up the track of the Pennsylranta Railroad at about 11 o'clock resterday morning. They moved in a sombre procession one after the other in close order. They were bound out to clear the tracks of such of the Engine 805 was in the lead. On her was Yardmaster Jerry Mullins, Engineer W. H. Peabody and two firemen, Edward Newland and Thomas

and two firemen, Edward Newland and Thomas Whelan. At the Grove street crossing the forward engine climbed the track at a switch and plunged off toward a liquor store on the corner. The five engines behind pushed her along at first, and catching the corner of the cab as they ran by her, tore it into splinters.

The men were thrown out along the side of the track. One of them landed nearly across the crossing near the gateman's house. They were carried into stores near by, and physicians were summoned. Mullins was found to have sprained his back, but he was able to walk home. Engineer Peabody was undurt, but the firemen. Newland and Whelan, were badly hurt, Drs. Rae and Quimby found that Newland had a crushed skull and Whelan had a broken leg. They were sent to the hospital.

Three Men and a Woman Attempt to Cor

BRECKINRIDGE, Minn., March 12. - The Wilkins County Gazette contained an article saying that F. Cook. Postmaster and editor of the Echo, was excluded from a club dance on account of the disreputable conduct of himself and wife. To-day Mr. and Mrs. Cook, self and wife. To-day Mr. and Mrs. Cook, Charles E. Mortimer, and an engineer named Sebastian called on Mr. Gunn, editor of the Gazette. Mrs. Cook demanded an explanation, at the same time producing a whip, which Mrs. Cook; but this Gunn denies. Mortimer then caught Gunn by the wrists, and at the same time Cook struck him a heavy blow. Mortimer held Gunn by the wrists while Mrs. Cook boat him with her hands. This ended the fracas.

## New York Athlette Club Election.

The election of officers and governors of the New York Athletic Club took place last night, but at midnight the polls were still open. There was much interest in the election, and two tickets in the field, which were practically identical, with the exception of the nomina tions for governors. Several of the former governous were not on the regular ticket, and their friends ran them on an independent their friends ran them on an independent ticket. Messrs. E. Clifford Potter and Sinclair Myers ran for governors as independent candidates.

The candidates on the regular ticket were all elected excepting possibly some members of the Board of Governors. This is the ticket: President, A. V. de Goicouria; Vice-President, Johnings S. Cox; Secretary, Otto Ruhl; Treasury. Henry A. Rogers; Captain, Walter G. Schuyler; Governors, J. J. O'Donohue, Howard Van Sinderen, R. S. Luqueer, C. M. Smith, T. E. Clarke, R. W. Bathborne, W. T. Lawson, and A. A. Jordan.

#### McAulific Challenges Glever.

CHICAGO, March 13 .- Joe McAuliffe, the champic n pugilist of the Pacific coast, yester-day teleg, raphed from San Francisco to Frank Glover offering to fight him according to Queensberry rules, aix weeks after signing articles, for from \$1.00.0 to \$2.000, the winner to take 75 per cent, or the whole of the gate receipts. Glover immediately replied to have McAuliffe post \$250 for cit, and he would fight him for \$2.000 a side on McAuliffes terms, and would leave at once for California.

#### Knights Give a City a Bad Name.

DUBUQUE, March 9 .- An effort is being made to nominate a non-partisan ticket for the coming city election in this city. Business men and capitalists are at the head of this movement. Moneyed men re!use to invest in new ment. Moneyed men reluse to invest in new enterprises under the present administration of the Knights of Labor, but unless there is a fusion between the two old parties, the Knights cannot be defeated. The knights are objected to only because their supre macy here gives the city an unfavorable reputation abroad, and capital will not come here. They have given the people a wise and economical administration. The Democrats refuse to affiliate in any way with the knights.

## The Canadian Pacific's Threats. OTTAWA, March 12 .- It is said that the Canadian Pacific Railway Company will not surrender its monopoly in the Northwest without compensation. The Government has as yet made no propositions for a settlement of the difficulties, but it is hinted to-day that the Canadian Pacific road threatens to cease operating its main line between Sudbury and Port Arthur if the Government refuses to uphold its Manitoba monopoly.

ALBANY, March 13 .- The telephone reports that a fire is raging in Stamford, Conn. So far the Western Union and the telephone offices there have been destroyed. Owing to tele-graphic trouble further particulars are lacking. The same report was heard at the Grand Cen-tral Depot in this city last night, but its source could not be learned.

## Lawson N. Fuller Arrested.

Lawson N. Fuller took his own and several other children to school on a big sled yesterday. and he drove on the sidewalk to avoid a big snowdrift. A policeman arrested him for vio-lating a city ordinance. Justice Gorman did not believe the possibility of such an extra-ordinary storm as the present had been taken into account when the ordinance against driv-ing on sidewalks was passed, and he dismissed the complaint.

## Arrest of a Murderous Striker.

St. Louis, March 12 .- Charles Dalton, one f the men who made a murderous assault or the employees on a Missouri Pacific train just out of Fort Worth, Texas, during the strike on the road two years ago, in which two men were killed and three seriously wounded, was arrested on a street car in this city to-night. He has been shadowed for three months.

#### A Maryland Town Destroyed. WASHINGTON, March 13 .- News is received of the total destruction by fire this morning of the town of Towsontown, a suburb of Balti

more, Md. In the absence of all telegraphic communication with Baltimore, no particulars and be had. The village is three miles from Baltimore, and contains about 3,000 inhab-They Will Boycott a Clergyman. GALESBURG, Ill., March 13 .- The strikers ere have issued a circular at the close o which they call on the friends of the Rev. J. D. Wyckoff, a clergyman of this city, to boycott him because he wrote a short article condemn-ing the despotic tendency of labor organiza-

# A Train Thrown from a Trestle.

WINNIPEG, March 12 .- It is reported that trestle has given way at North Bay, throwing a Canadian Pacific train into a rocky chasm. No particulars are obtainable here of the acci-lent. Information is refused by the Canadian Pacific authorities. It is known that no lives A Proposed Cricket Union.

## The Metropolitan Cricket Club, at its an-

nual meeting at 220 Third avenue last night, elected these officers: President, W. Gilligan; Vice-President, Frank Bourne; Treasurer, J. O. Bourne; Secretary, F. J. Davidson, A committee was appointed to confer with the New York Cricket Club with reference to a union. COLUMBUS, Ohio, March 13 .- Fire was dis-

overed at 9 o'clock this evening in the Buckeye Buggy Company's building. The building was soon burned and the flames are spreading. A high wind prevails. Several buildings, in-cluding the Exchange Hotel, are now on fire. Celebrated his Hundredth Birthday.

UTICA. March 13.-Daniel Phillips of Lowville, Lewis county, celebrated his hundredth birthday on Monday. His neighbors presented him with one hundred silver dollars. Mr. Phillips was born in Sharon, Schoharie county. He has sixty grandchildren, thirty, three great-grandchildren, and half a dozen great-grandchildren. He cast his first vote for Madison at his second election.

## One More Bulnkiava Survivor Gone. BUFFALO, March 13.—John Reynolds, a sur-rivor of the famous charge of the 680 at the battle of dalakawa, in the trimean war, died at his home in this ity yesterday, aged to years.

The Wentser Kesterday. ated by Hudnut's thermometer: 3 A.
6 A. M. 1° below: DA. M. 1° 12 M. 5°; 55 P.
6 P. M. 6°; 3 F. M. 8°; 12 midnight 6°; Aver.
Average on March 13, 1867, 1856.

A Certain Cure for the first stages of Consumption. Its main ingredients are raw best and Duffy's Pure Mait Whiskey, and it stimulates the energies and builds up the tissues as no either selentific discovery has over

done.
"I am a Fresbyterian clergyman and a Dester of Divinity, but I am not afraid to recommend Da Gy's Malk Whiskey and Duffy's Formula as the purest and most efficient preparations as a medicine that I know of and my experience is a large one." REV. B. Migda.

Mando Contra, Kames. Meads Centre, Eames.
Duffy's Formula is for sale by all druggists and deal ore.

Price \$1 per bottle.
THE DUFFY MALT WHISKEY CO.,
Rochester, M. V.

# FIVE CARS WRECKED.

An Accident at Bound Brook Several Persons Supposed to be Injured.

By Long distance Telephone.

PHILADELPHIA, March 13.—News has just

been received here from Bound Brook of a very fearful accident. Two trains collided near sisted of five passenger coaches, and all were telescoped and thrown off the track. The telescoped and thrown off the track. The woodwork was reduced to splinters. The cars were filled with passengors, and how any of them escaped death will never be known. Just how many were injured, or how badly, has not been learned owing to the failure of the wirest to work, but it is asserted that no one was killed outright. One of the cars took fire from a stove. An attempt was made to extinguish the flames, but in the confusion no headway was made. The fire extended from one car to another until the whole five were in flames and all were consumed.

# another until the whole five were in flames and all were consumed. The clothes of one of the passengers took fire while he was attempting to put out the flames. He was saved from burning to death by a brakeman, who rolled him about in the snow and finally buried him in a drift. Further particulars of the accident could not be

The Joint Committee of the Liederkrans, Arion, and Beethoven Singing Societies met at the Arion club rooms last night and arranged for the memorial services to Emperor William to be held in Steinway Hall. The honorary guests to be invited are: President Cleveland and Cabinet, Gov. Hill, Lieut.-Gov. Jones. Secretary of State Cook, the German Minister at Washington and Legation, the Consuls from Germany. Austria. Hungary, Great Britain, Italy, Franco, Russia, Spain, Belgium, Holland, Sweden, Norway, Switzerland, Denmark, and Turkey, Mayor Hewitt, G. W. Foster, president of the Board of Aldermen, and ex-Judge Charles P. Daly. the Arion club rooms last night and arranged

#### For the Morton House Cirls.

The Rev. John P. Stewart, rector St. Marv's Rochester, has sent this letter to Mr. Vernan of

MARCH 10, 1898.

My DRAR MR. VERNAN: I am glad to see by the New York papers that an effort is being made to help the girls of the Morton House who suffered so much loss by the fire. Your well-known generosity will, I trus, be an example to others. I have much pleasure in sending you the enclosed \$25 for Kate Hitzgerald and the other good, girls under her care, who always tried to make the Morton House a home for its guesta. John F. Stawarz.

## Bend in the Tombs.

Thomas Gleason, a pensioner in the late war, who was found in a snow drift drunk on Monday, and was fined \$10 by Justice Kilbreth in the Tombs Police Court, died on Monday evening in the Tombs. Warden Walsh said that he saw that Gleason was suffering from delirium tremens, and allowed him to go into the corridor. Keepers Van Holland and Orr found him there dead.

#### Republican County Committee.

The Republican County Committee last.

right reflected its officers with Chairman Col.

S. V. R. Cruger at the head of the ticket.

Dr. Edward Livingston Shaffer, who died in his cuty on Monday, was a son of the Rev. J. N. Shaffer, and was born in Red Hook, N. Y., in 1849. He studied at the Hudson River Collegiate Institute, the New York the Hudson Biver Collegiate Institute, the New York
Free Avademy, and in the Naval Academy at Annapolis.
In 1873 he was graduated from the Medical College of
the University of New York.
Williant Reirdon, a member of the Association of Veteran Firemen, died on Sunday. He was an active member of the old Volunteer Fire Department, having served
his time an Pioneer Hose Company No. 43, and serving
as Secretarly of No. 43 Hose Company till the Volunteer
Fire Department was tilsbanded. He leaves a wife and
six children.

Capt. Charles Carpenter, for many years Port Captain of New York for the Fox and Livingston Havana line, and in early years a North River pilot on the steamers Catakill and Utlea, died yesterday at Hudson, aged 72.

## The Libel Suit Against Mr. Semers. The trial of the suit of Benjamin F. Stevens

The trial of the suit of Benjamin F. Stevens against ex-Park Commissioner Daniel M. Somers for \$50,000 damages for alleged libel was continued resterday in the Surreme Court, Brooklyn. The statement that Mr. Stevens had stolen the Park water and supplied it to the Concy Island hotes formed the basis for the ault. This statement was first published in a Brooklyn paper. Col. John Y. Culyer, the former superintendents of the park, testified that he, had frequently heard Mr. Somers say that Mr. Stevens had stolen the water. A motion to dismiss the complaint was denied by Justice Cullen, and the defence will go on to-day.

## Labor Party Nominations

The first candidates for local officers nomi nated in Jersey City are those of the United Labor party in the Third district. While the blizzard was doing its worst thirty-two men gathered in a hall on Montgomery street and naminated for Alderman Thomas Donally; for Board of Works Commissioner, John Watt; for Fea-holder, Joseph W. Griffin, and for Justice of the Pasca, Richard Dawson.

# Goose Melody



Sing a song of sixpence, A bottle full of Oats, Twenty-four Dyspeptics. All a-taking notes.



And each has had his fill, There's no more sour Dyspeptics, Nor any doctor's bill.

SCOTCH OATS ESSENGE is the great ELIXER of LIFE. It cures Dyspepsia, Consumption, Paralysis, Nervous Asthma, gives Easy childbirth, relieves convulsed children, and works thousands of Medical Miracles. All druggists for \$1.

AFTER THE BLIZZARD

## USE

BENSON'S PLASTER,

AND AVOID IMITATIONS. ASK FOR THE

FOR LADIES AND CHILDREN. FOR SALE BY THE